

BookletChartTM

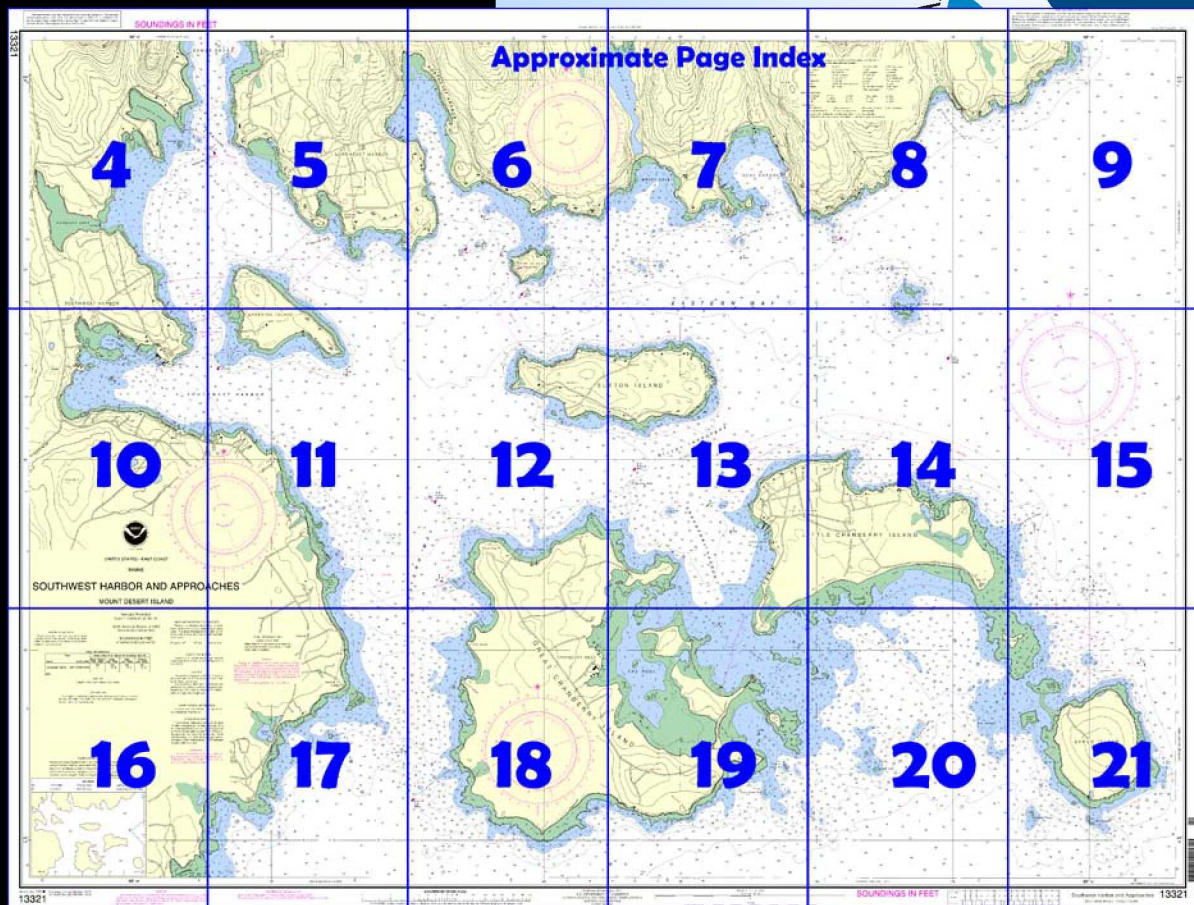
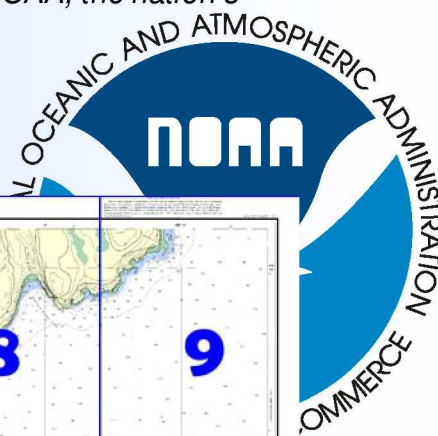
Southwest Harbor and Approaches - Mount Desert Island

(NOAA Chart 13321)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

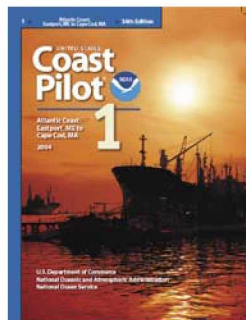
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 6 excerpts]

(173) **Southwest Harbor, Somes Sound, Northeast Harbor, Seal Harbor**, and several other coves are in the southeast side of Mount Desert Island, inside a large group of islands and shoals. These waters are the approaches to several important villages and summer resorts, and are frequented by many pleasure craft and fishing boats. Southwest Harbor is used extensively as a harbor of refuge. The harbors can be approached through the channels on either side of Sutton Island or

through Western Way.

(178) **The Gut**, passage between Little Cranberry and Great Cranberry Islands, is used at any stage of the tide by small local craft, but it has many unmarked ledges and should not be used by strangers.

(180) **Cranberry Harbor**, southward of Sutton Island and between Little Cranberry and Great Cranberry Islands, is frequented by small local

vessels. Sometimes small coasting vessels anchor in the harbor, but Southwest Harbor offers much better anchorage. The usual anchorage in Cranberry Harbor is in depths of 14 to 20 feet in the middle of the harbor with the wharves at Islesford bearing about 050°. Care must be taken to keep well clear of the buoy on the end of the ledge which extends 350 yards westward from the east side at the entrance. An obstruction, cleared 6 feet, is 0.3 mile northward of Long Point on the west side of the entrance to the harbor.

(182) **Great Cranberry Island**, about 2 miles west of Baker Island, is wooded and has no prominent marks visible from southward. **Cranberry Isles** is a village on the island. **Spurling Cove** makes into the north shore of the island. The 280-foot village pier, the more westerly of two piers on the south side of the cove, has a float landing at which the mail and passenger ferry lands. About 50 yards southeastward of the village pier is a 300-foot commercial pier, also with a float landing. Depths of 8 feet are reported alongside both float landings. Gasoline, diesel fuel, and water are available at the commercial pier.

(185) **Western Way**, between the western side of Great Cranberry Island and Mount Desert Island, is a passage frequently used by small vessels bound to Southwest Harbor and vicinity. Also, small vessels bound between points westward and any point in Frenchman Bay use it, except in rough weather. The channel is buoyed, and the least midchannel depth is 13 feet on a bar toward the northern end, but there are unmarked spots of 10 to 12 feet close to the sailing lines. The passage should not be used by strangers in craft drawing more than 10 feet. A lighted fairway bell buoy marks the southern entrance, and a lighted fairway gong buoy marks the northern entrance.

(187) **Southwest Harbor**, an important harbor in the south side of Mount Desert Island, is the approach to the villages of Southwest Harbor and Manset. The harbor affords an excellent, well-sheltered anchorage and can be entered from the eastward by deep-draft vessels. A small islet, about 400 yards from the head of Southwest Harbor, is marked by a daybeacon.

(189) **Eastern Way**, a well-marked channel approaching Southwest Harbor northward of Sutton Island, is deep and the recommended route for deep-draft and low-powered vessels. This passage is used by all vessels entering Southwest Harbor from the northward in Frenchman Bay and by most vessels entering from the eastward and southeastward.

(191) Excellent sheltered anchorage, except from southeasterly to southwesterly winds, may be found in Southwest Harbor in depths of 6 to 50 feet. Deep-draft vessels can anchor midway between Greening Island and the southern shore in depths of 34 to 50 feet. Smaller vessels can anchor farther in the harbor; the depths shoal gradually to 12 feet at a point 100 yards eastward of the islet near the head of the harbor.

(197) **Southwest Harbor Coast Guard Base** wharf on Clark Point, on the north side of Southwest Harbor, has a reported depth of 15 feet alongside.

(200) There are other commercial and private wharves, some with float landings, on the north side of the harbor with depths of 4 to 15 feet alongside. Gasoline, diesel fuel, water, limited marine supplies, and electronic repairs are available at the wharves.

(204) The passage between Greening Island and Clark Point has a least depth of 14 feet and is extensively used. A daybeacon is on the west side of the channel northward of Clark Point. The best water from the southward leads 100 to 150 yards westward of the buoy off the southwestern end of Greening Island and 100 yards eastward of the daybeacon.

(214) **Northeast Harbor**, 0.6 mile eastward of Gilpatrick Cove, is 300 yards wide at its entrance and extends into the south shore of Mount Desert Island about 0.8 mile. The harbor is an important yachting center, and there is a summer hotel on the north shore overlooking the harbor. Anchorage for small vessels is available in depths of 14 to 28 feet in the lower part of the harbor. This anchorage is about 200 yards wide and

favors the western shore. Anchorage is also available in depths of 6½ to 7 feet in the inner harbor; the uppermost part of the inner harbor is shoal.

Table of Selected Chart Notes

Corrected through NM Mar. 15/03
Corrected through LNM Feb. 25/03

HEIGHTS
Heights in feet above Mean High Water.

PLANE COORDINATE GRID
(based on NAD 1927)
Maine State Grid, east zone, is indicated by dashed ticks at 5,000 foot intervals. The last three digits are omitted.

Mercator Projection
Scale 1:10,000 at Lat. 44° 16'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.285" northward and 1.945" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Ellsworth, ME	KEC-93	162.40 MHz
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AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WhIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy stoky

Miscellaneous:

ALTH authorized	Obn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Southwest Harbor	(44°17'N/68°19'W)	11.1	10.6	0.4	-4.0

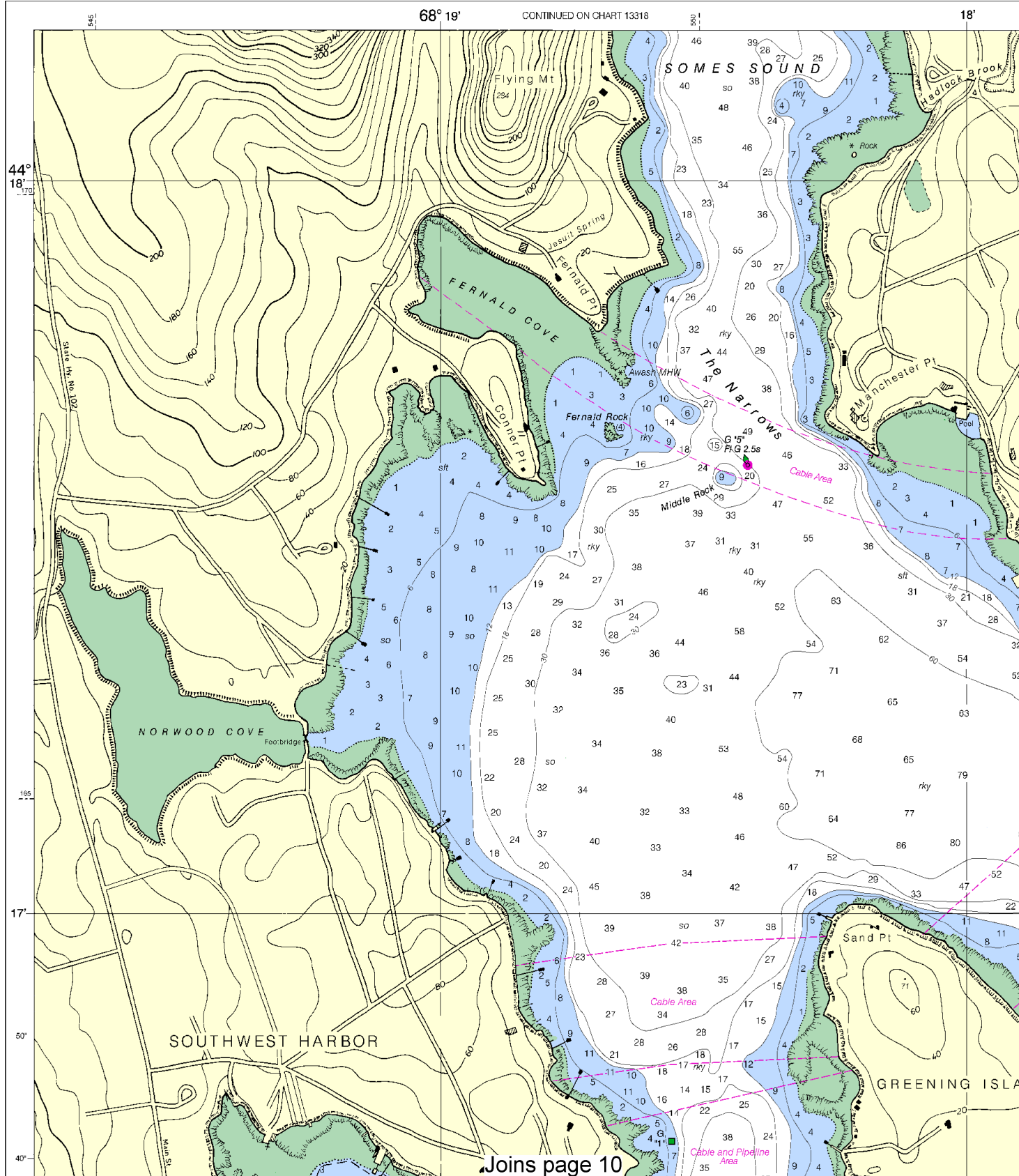
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PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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SOUNDINGS IN FEET

13321



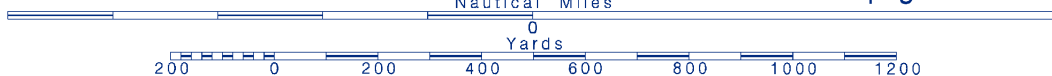
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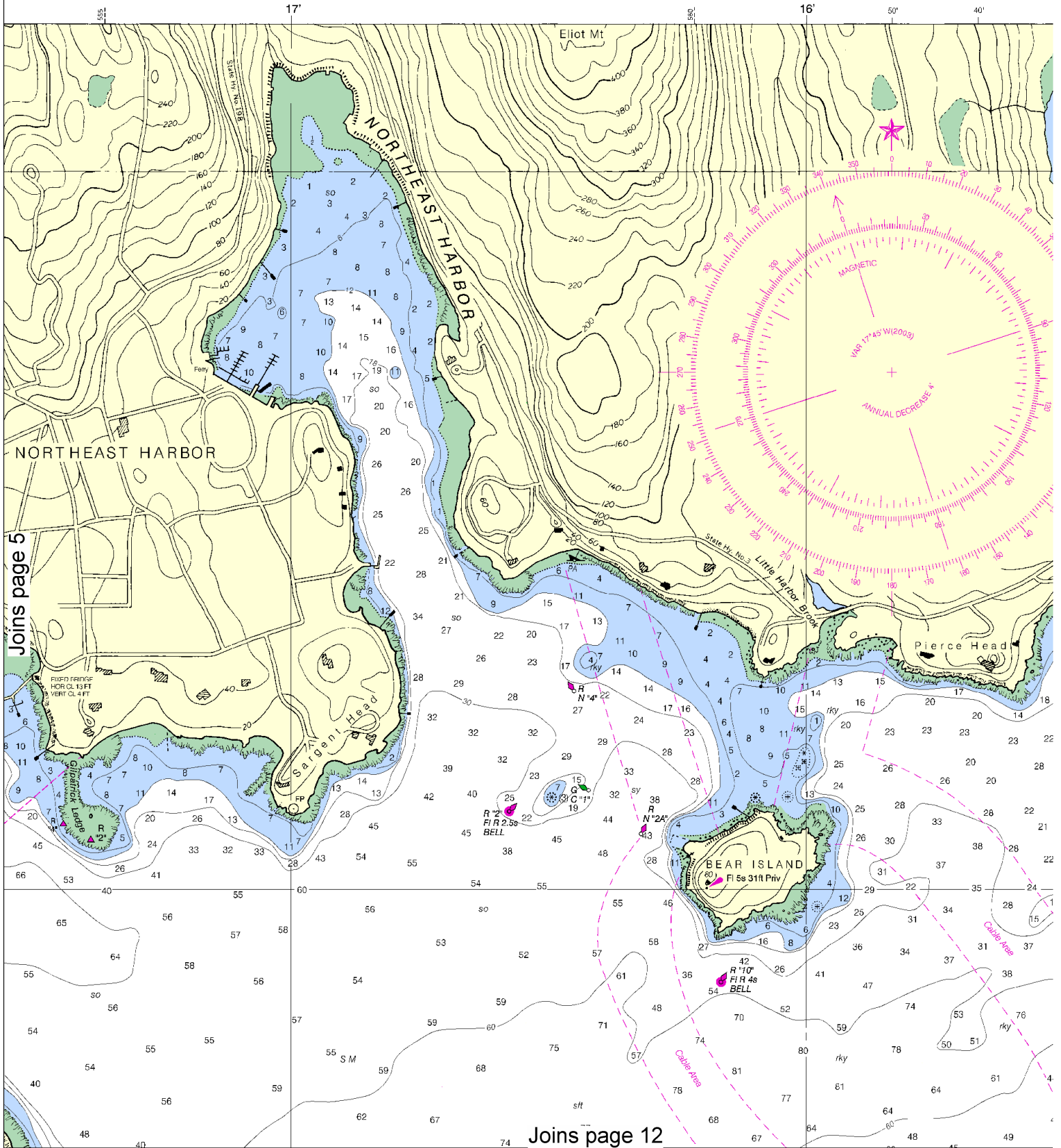


Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





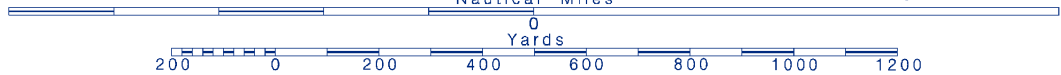
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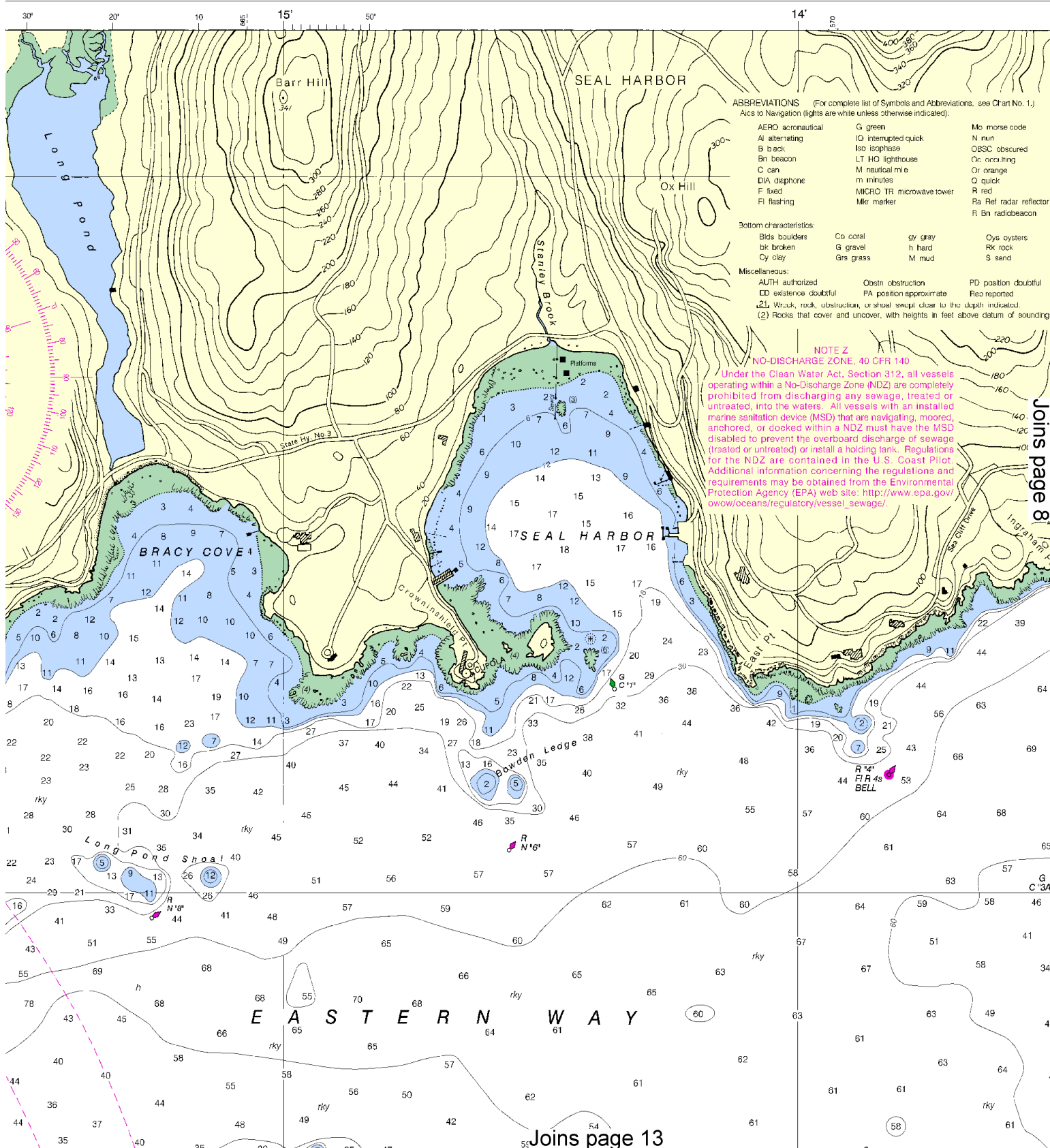


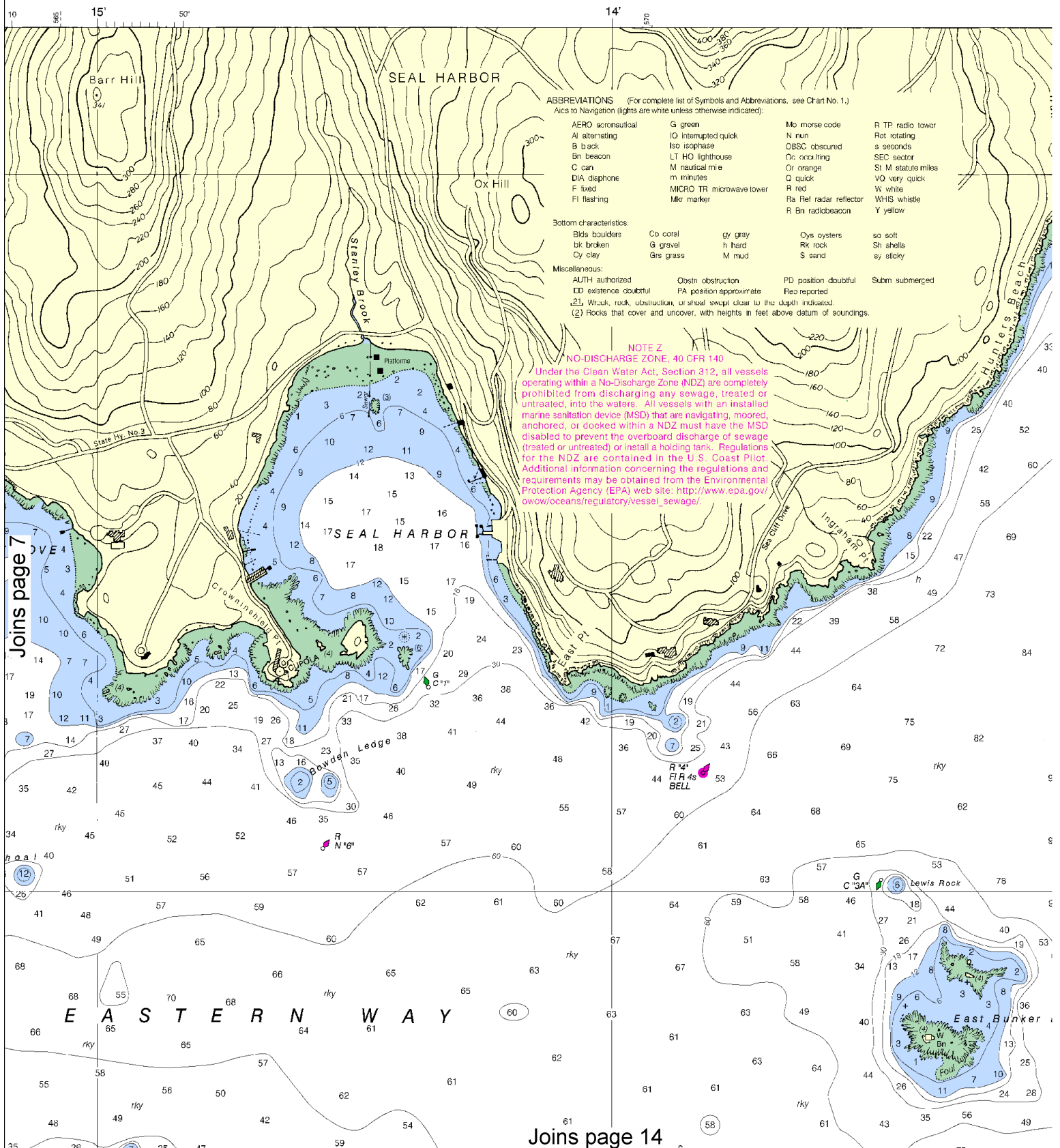
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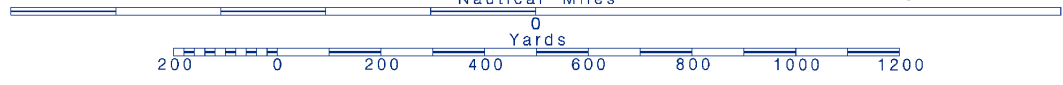
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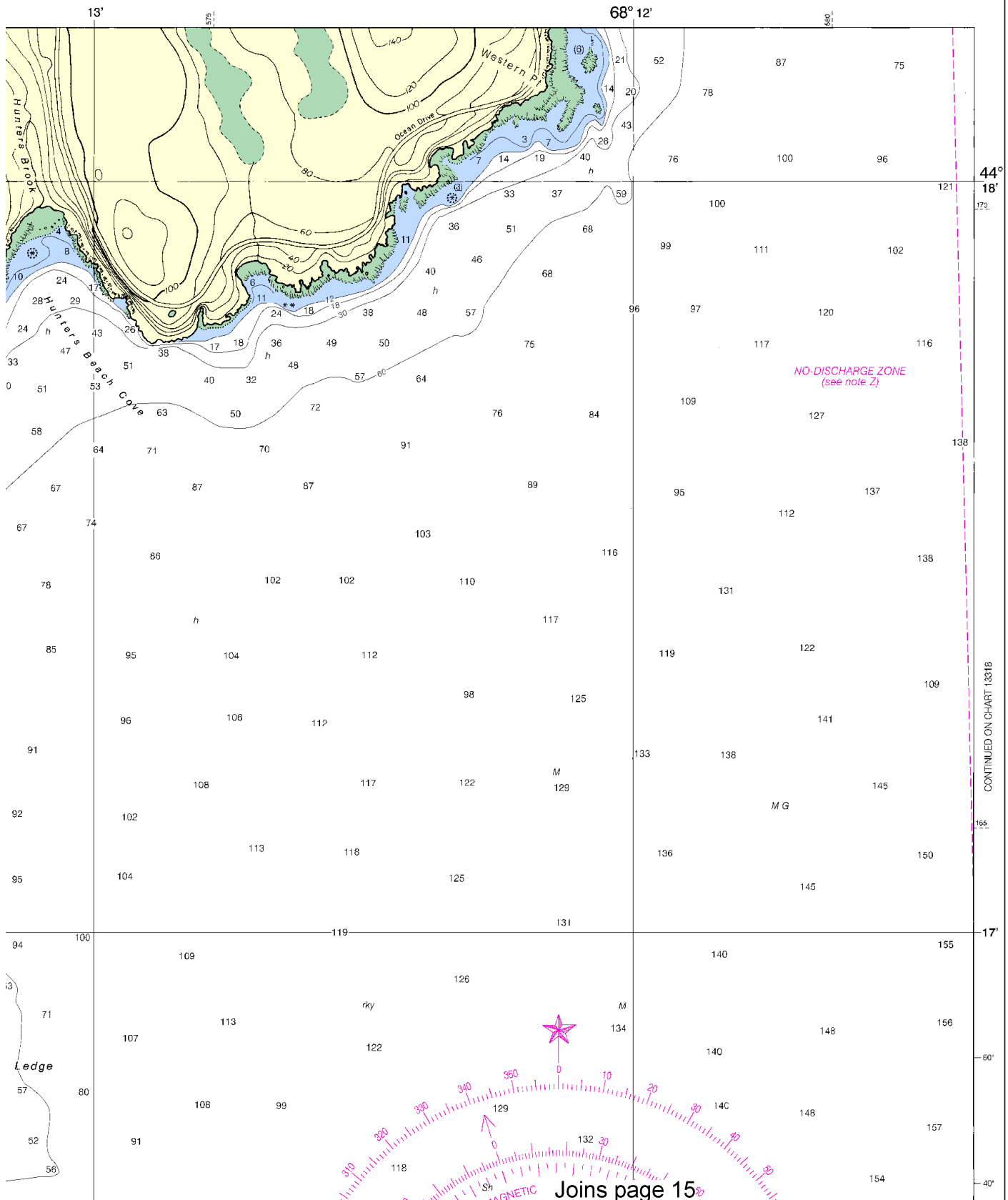
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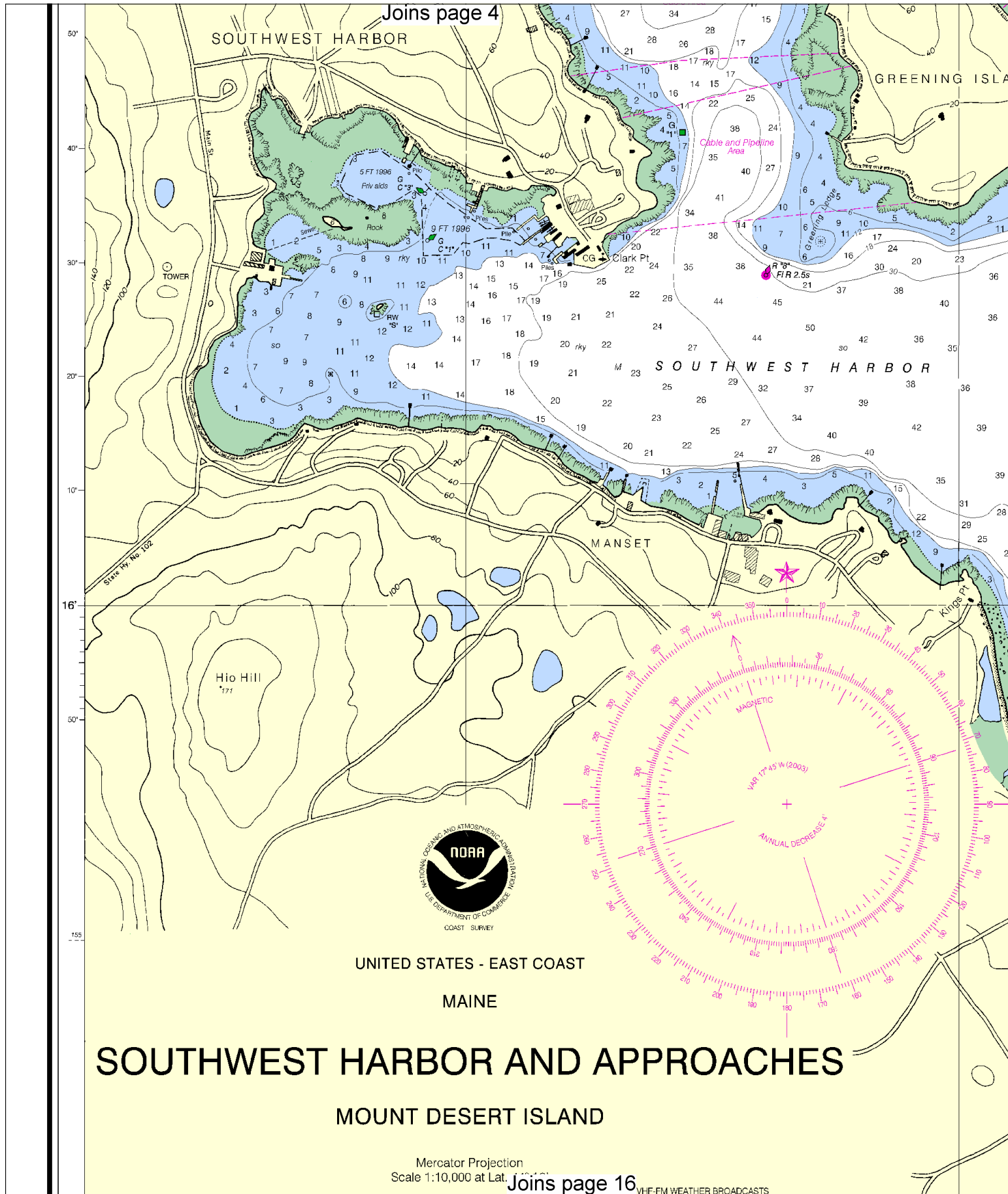


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Nautical Chart Catalog No. 1, Panel I





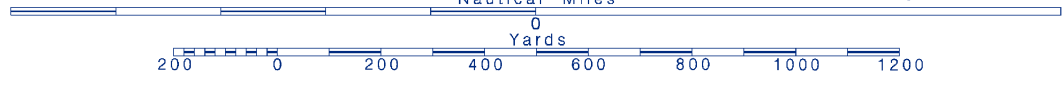
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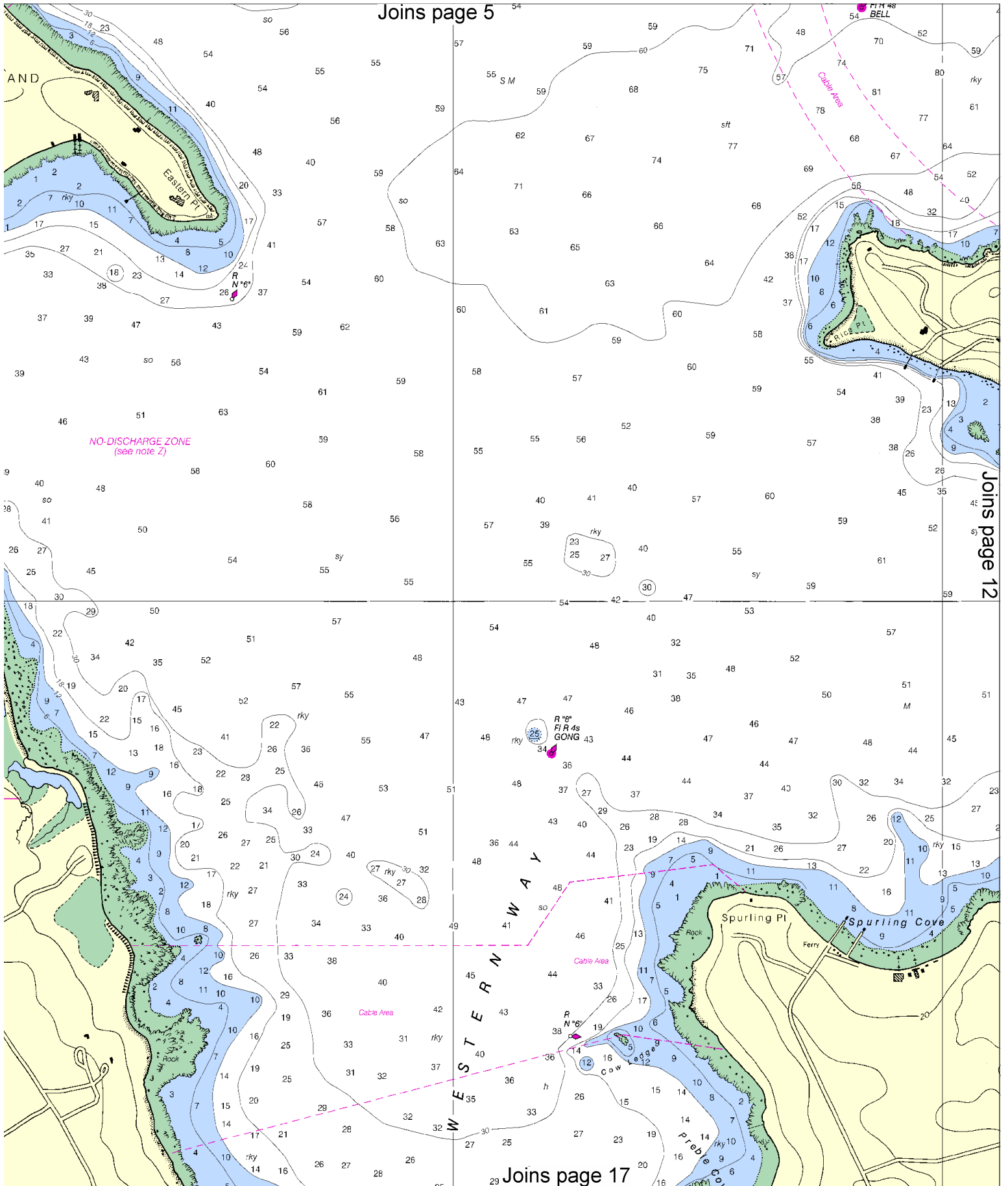
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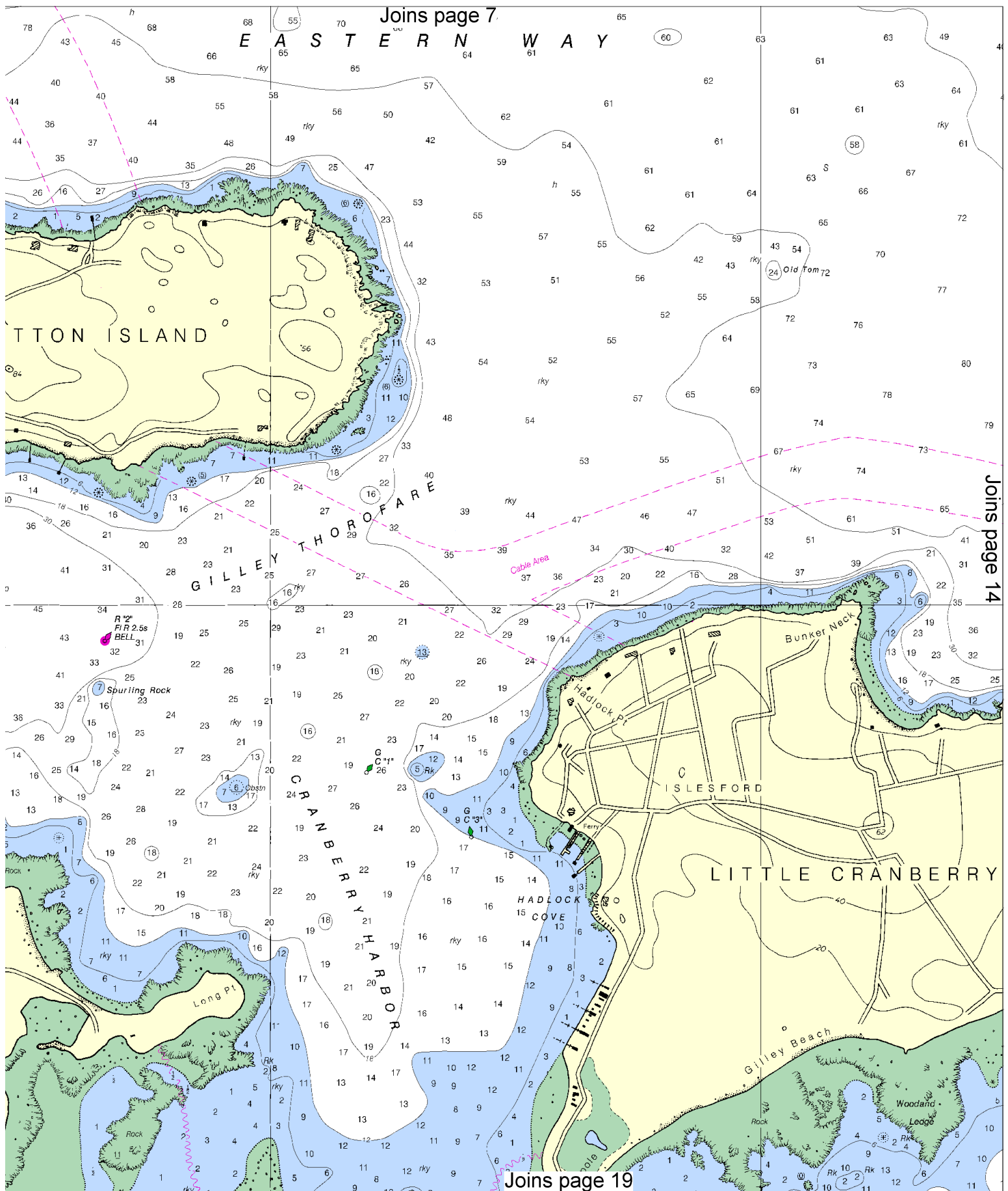


Joins page 5



Joins page 12

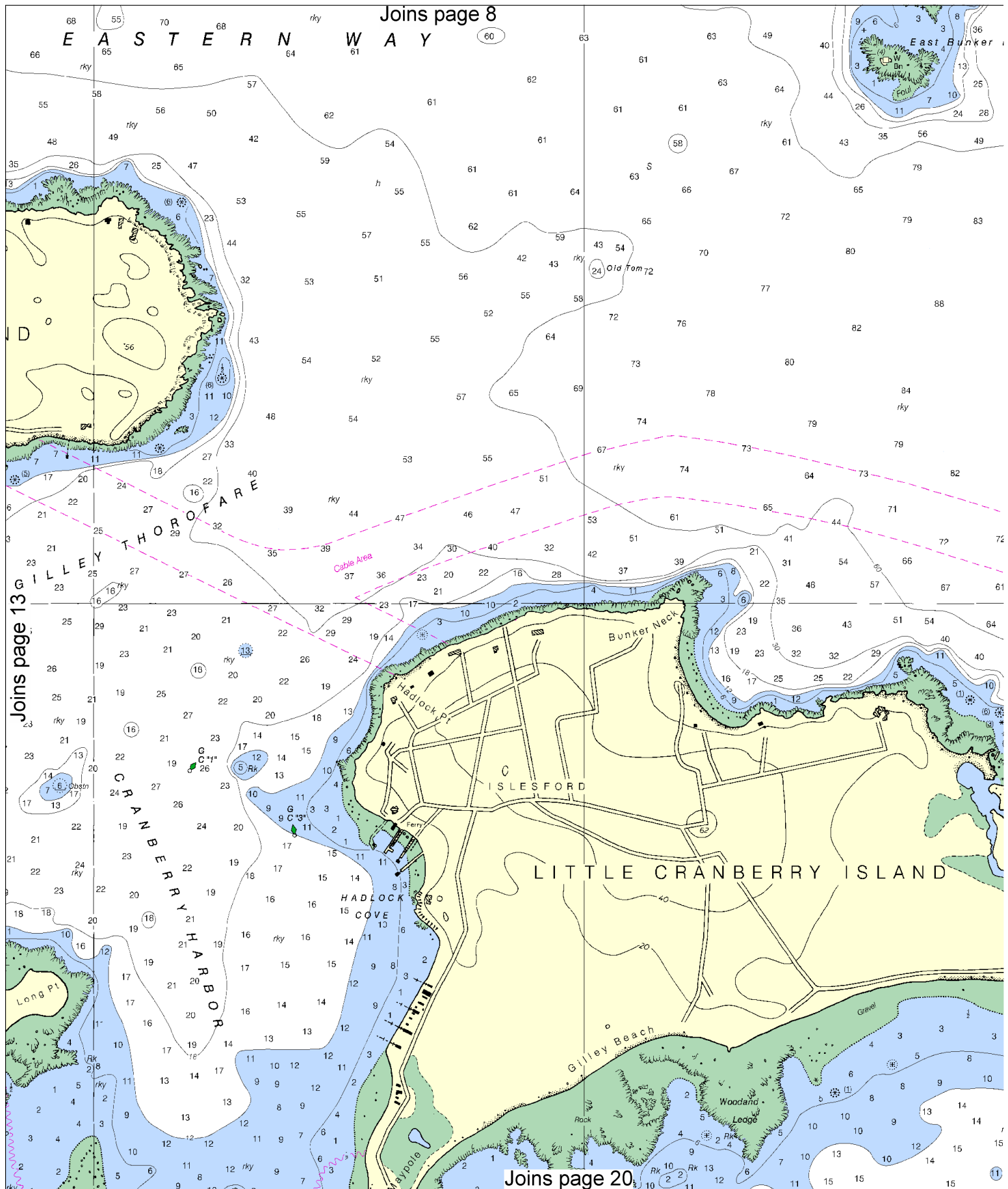
Joins page 17



Joins page 7.

Joins page 14

Joins page 19



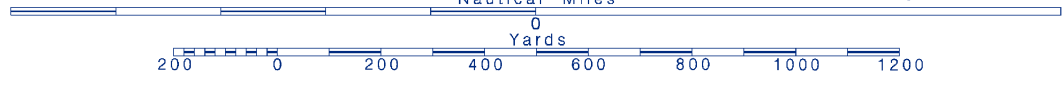
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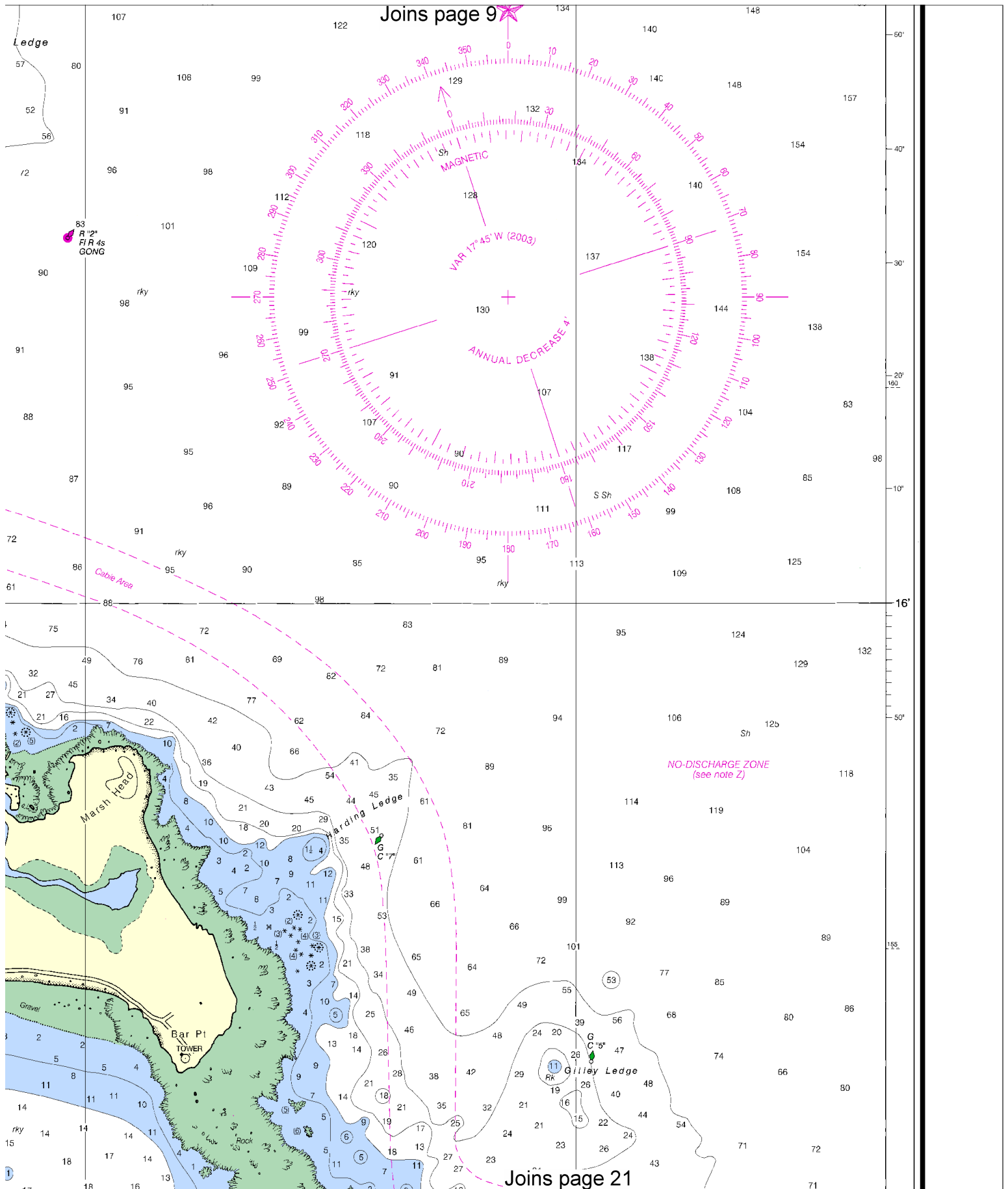


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SCALE 1:10,000

See Note on page 5.





SOUTHWEST HARBOR AND APPROACHES

MOUNT DESERT ISLAND

Mercator Projection
Scale 1:10,000 at Lat. 44° 16'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RADAR REFLECTORS

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TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Southwest Harbor (44°17'N/68°19'W)	11.1	10.6	0.4	-4.0

(203)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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PLANE COORDINATE GRID
(based on NAD 1927)

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AIDS TO NAVIGATION

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CAUTION

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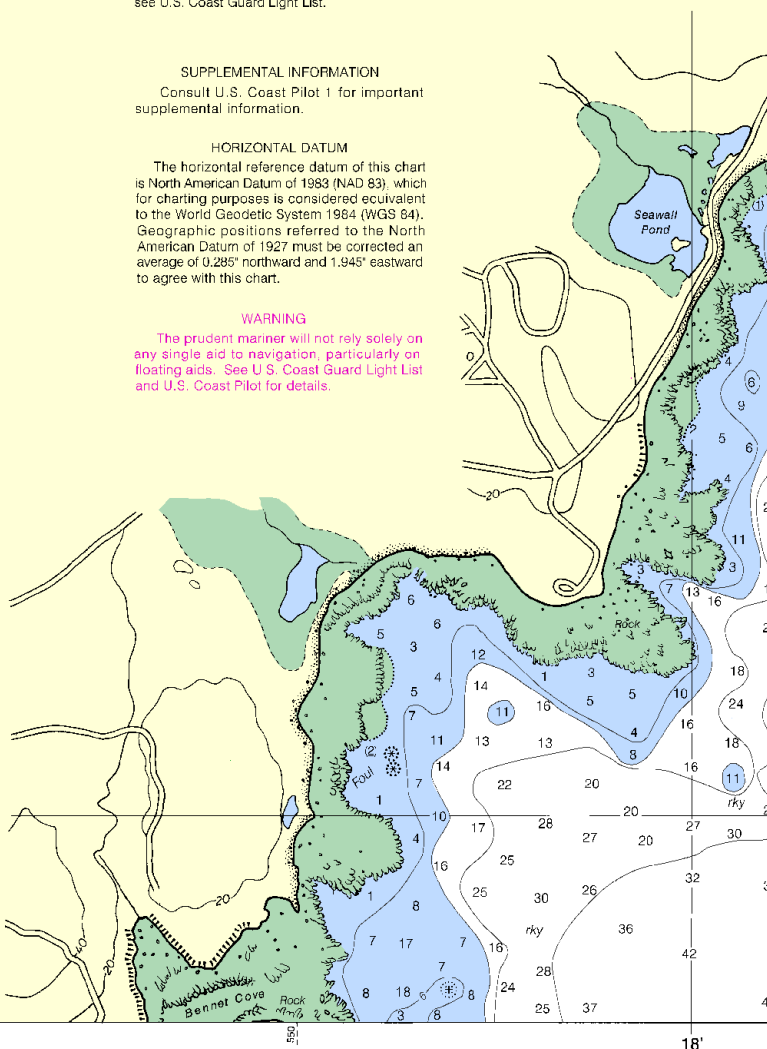
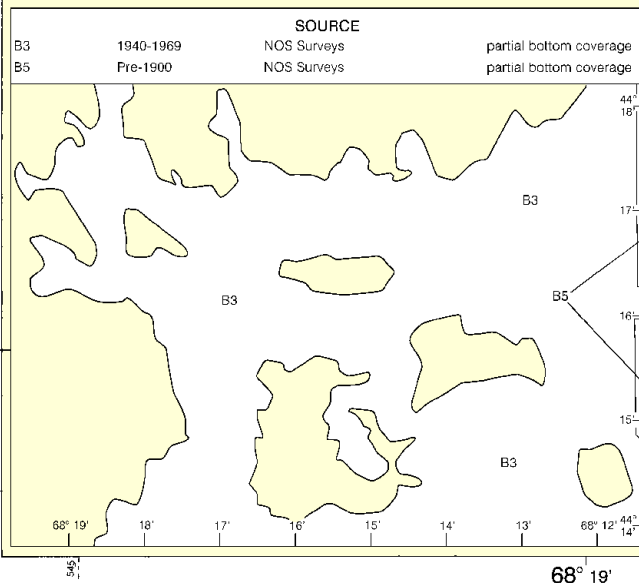
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SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE



9th Ed., Mar. /03
13321

Corrected through NM Mar. 15/03
Corrected through LNM Feb. 25/03

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued by the U.S. Coast Guard. The dates shown in the box

COLREGS, 80.10

International Regulations for Preventing Collisions at Sea. The entire area of this chart falls seaward

16

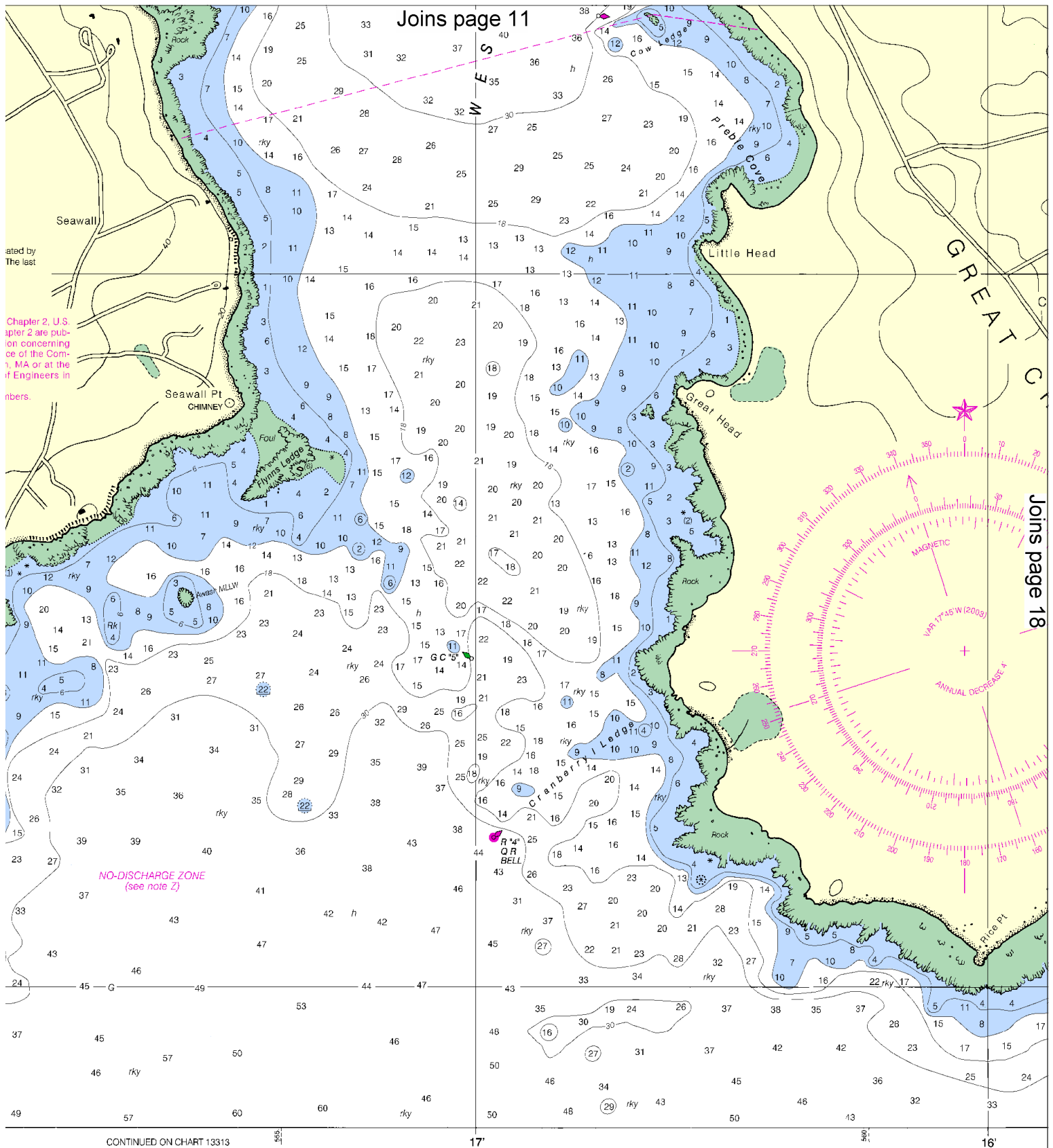


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SCALE 1:10,000

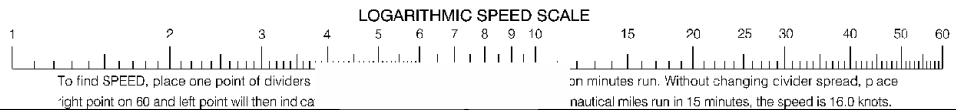
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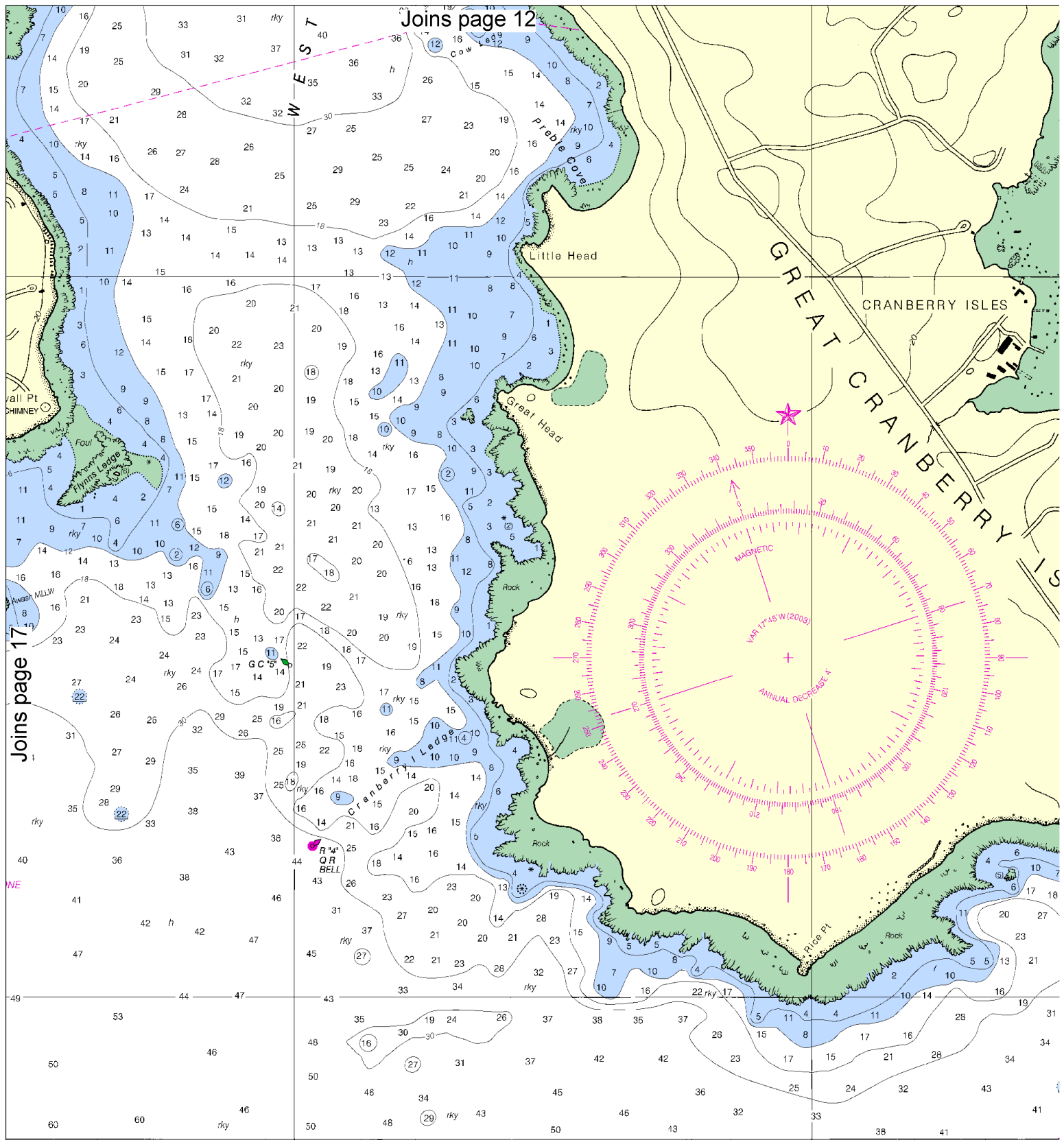




CONTINUED ON CHART 13313

105 (see note A)
g Collisions at Sea, 1972.
ard of the COLREGS Demarcation Line.





RT 13313

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on nautical miles. Right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles, speed is 4.0 knots.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY
COAST SURVEY

18

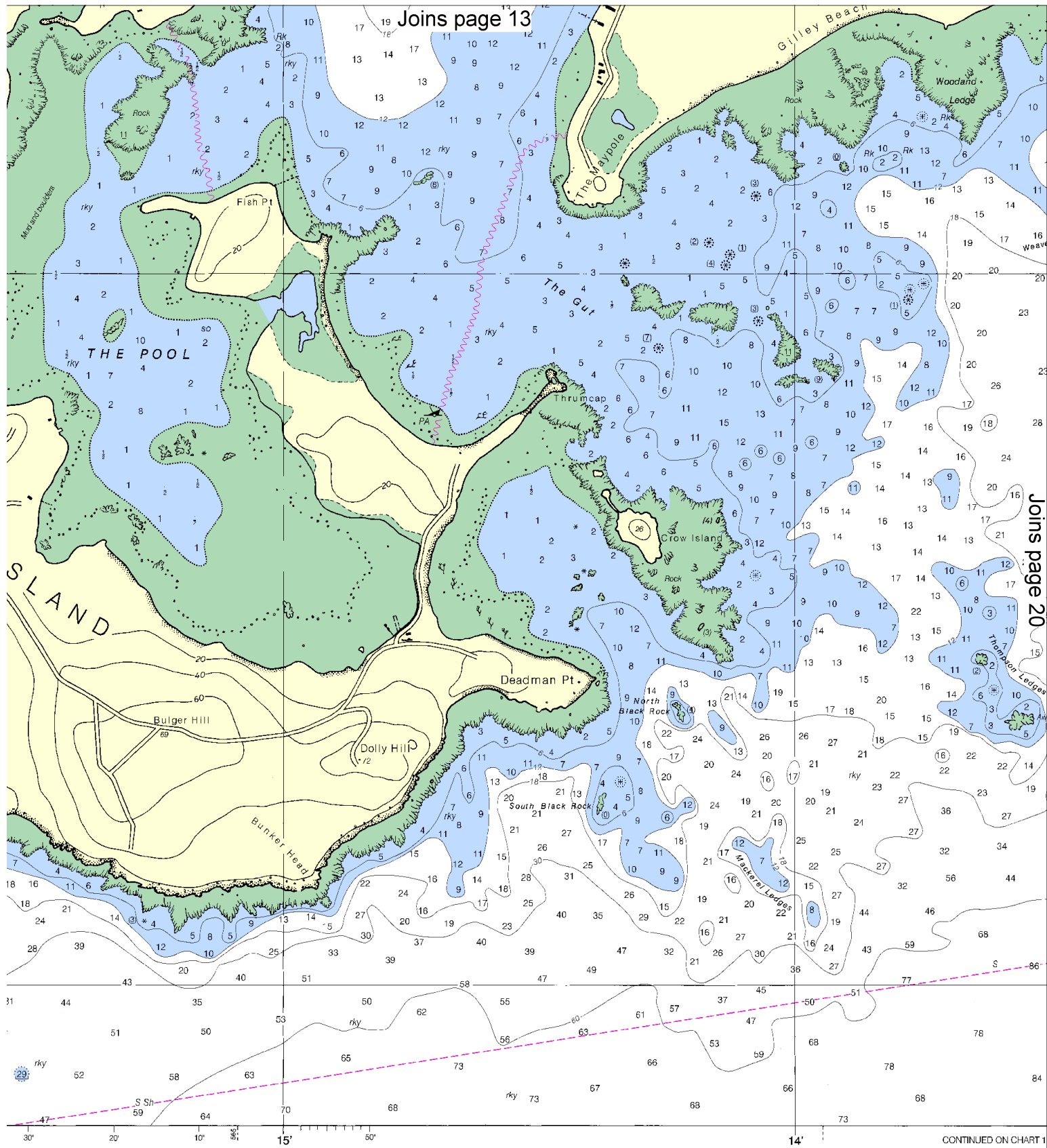
North

Printed at reduced scale. SCALE 1:10,000

Nautical Miles

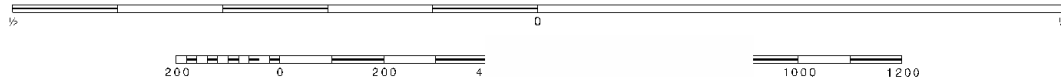
Yards

See Note on page 5.



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SCALE 1:10,000
Nautical Miles

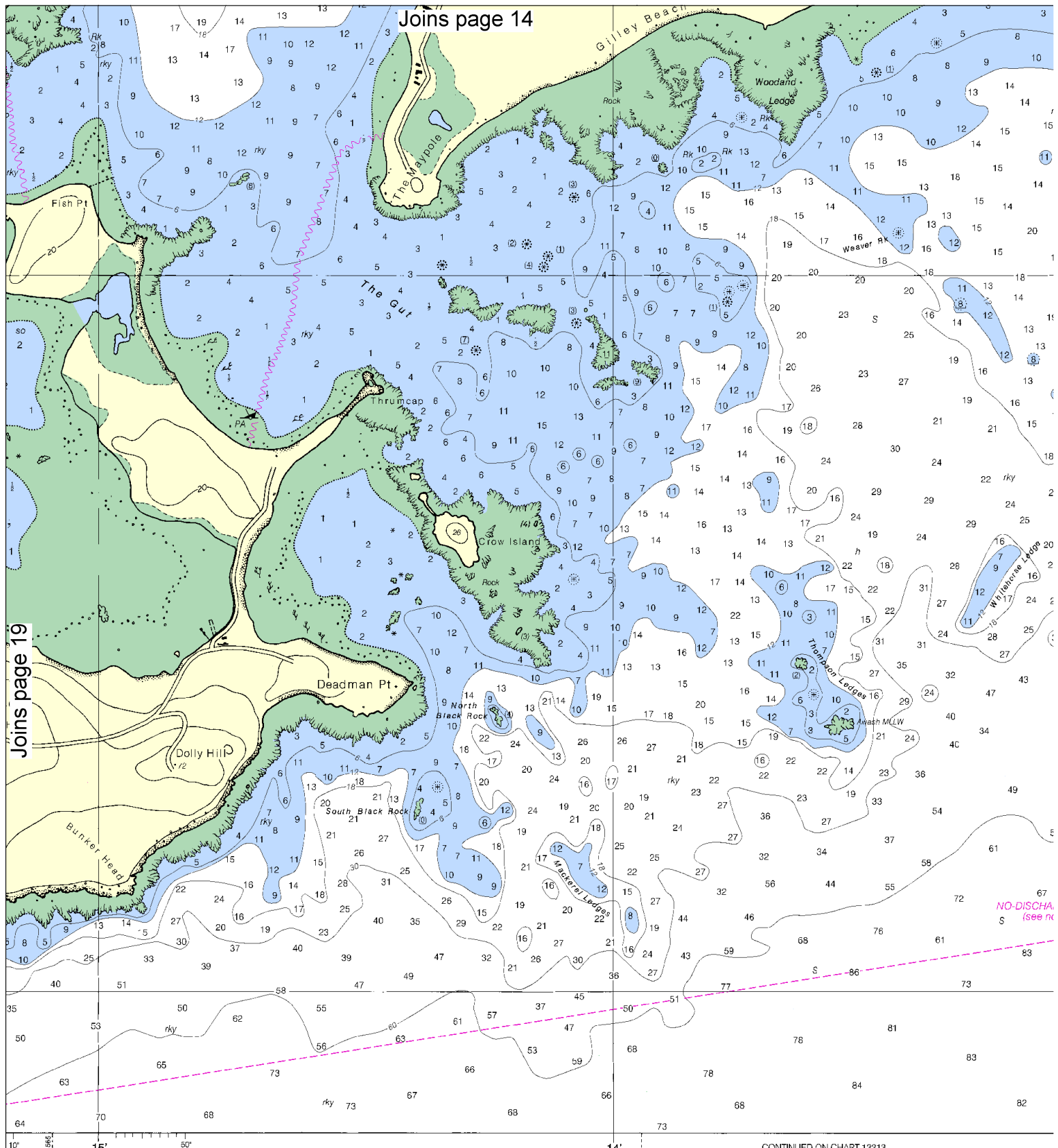


CONTINUED ON CHART 1

SOUND

Joins page 14

Joins page 19



NO-DISCHA
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CONTINUED ON CHART 13313

SCALE 1:10,000
Nautical Miles

Yards

200 0 200 400 600 800

Printed at reduced scale. —SCALE 1:10,000—
Nautical Miles

Yards

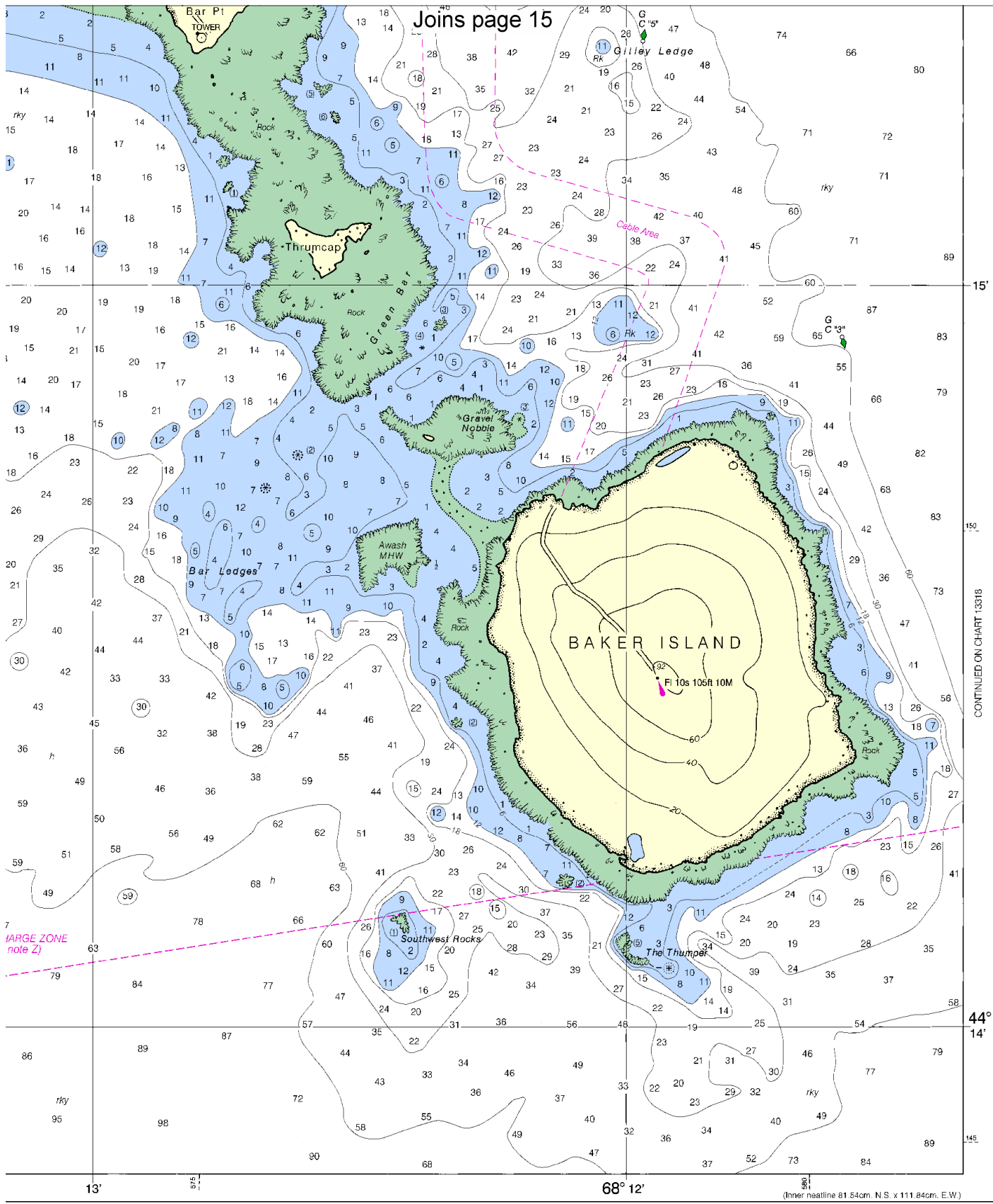
200 0 200 400 600 800 1000 1200

20

North

SOUNDINGS IN FEE

See Note on page 5.



CONTINUED ON CHART 13318



ED. NO. 9
NSN 7642014010479
NIMA REFERENCE NO. 13XHA13321

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Southwest Harbor and Approaches **13321**
SOUNDINGS IN FEET - SCALE 1:10,000

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Southwest Harbor – 207-244-4204

Coast Guard Station Southwest Harbor – 207-244-4270

Maine Marine Patrol – 800-452-4664

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.